

Dr. R. R. Green

The Wasatch Mountaineer

VOLUME EIGHTY-ONE

HEBER CITY, UTAH 84032, THURSDAY, JANUARY 7, 1971

NUMBER FORTY-SIX

Train to Play Major Role in State's Diamond Jubilee

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LOCAL DIGNITARIES invited to ride this Inaugural Ride and participate in welcoming the Governor and the Legislature, include Heber's Mayor Harry McMillan, and Heber City Council; Wasatch County Commissioners, Russell Wall, Grant Shelton and Neil Duke; Mayor Wilburn Huffaker and the Midway Town Board; Mayor Fred Price and the Town Council of Charleston; the Town Council of Wallburg; Leon Ritchie, President of the Wasatch Chamber of Commerce, the Chamber Board of Directors, and members of the Save the Heber Creeper Committee, the group who have so successfully fought for the preservation of this most valuable asset to our community.



THE IRON HORSE TRAIL TO THE ALPS OF UTAH

Citizen Group Appointed

Seek Canyon Road Delay Until 9 Points Are Met

Herald 1-7-71
By RON BARKER

D. Allan Firmage, chairman of BYU's Civil Engineering Department, has called for a moratorium on acquisition of rights-of-way, invitations to bid

on construction and actual construction on the proposed new highway through Provo Canyon.

Mr. Firmage said he felt the moratorium should be in effect

until nine points of procedure had been carried out by the State Department of Highways. Mr. Firmage, who identified himself as a concerned citizen seeking to bring some "calm reasoning" into the conflict that has developed between the Road Commission and opponents of the road, spoke to elected state and local officials and persons representing interested Utah County groups Wednesday night.

The south courtroom of the County Courthouse was filled with interested citizens.

State Senator Dean C. Christensen of Provo also addressed the meeting and supported Mr. Firmage's nine point plan. The meeting, according to Mr. Firmage, grew out of discussions held by private citizens at Robert Redford's Sundance resort a week or so ago. No one group was associated with the nine point plan, however, said Mr. Firmage, and "the opinions are my own."

Citizens Named

After the meeting, a committee was selected to present the nine-point plan to the Road Commission. In addition to Mr. Firmage, the committee members are: Virginia Hayes, Lillian Hayes, Lowell Christensen, Jim Jensen, Ward Heal, Verl Clark, David Hansen, Robert Redford, Bob Phelps, Bruce Perry, and, as an ex-officio member, Sen. Christensen.

The first of Mr. Firmage's nine points calls for a total resource inventory of Provo Canyon. This study, he says, should be made by "agencies or individuals qualified to make such investigations," probably working on a consulting basis to the road commission.

Many Resources

Such an inventory should include: water resources, such as Provo River, streams, springs, waterfalls, etc.; forests and vegetation; fish and wildlife; geological phenomena, such as the rock spire at Wicks, and identification of potential geologic hazards; scenic assets and other aesthetic features; canals,

(Continued on Page 2)

Canyon Road Delay Asked Until 9 Points Are Met; Citizens Group Appointed

(Continued From Page 1)

ditches and other diversion facilities; electric power and telephone lines; pipelines for water, gas, sewage; existing railroad line; recreation facilities; objects of historical importance; and zoning and present use of the canyon.

Over-All Plan

His second point seeks a complete plan for the highway from Provo to Heber, not a piecemeal approach that he claims is being followed by the road commission. The entire route should be made public because a "piecemeal approach can result in poor overall design, and likely more costly construction." He also requests that systems engineering analysis be applied to this project because of its importance.

The third point concerns setting objectives of the highway through the canyon. "If the chosen objective is to move the greatest amount of volume of traffic possible in a given interval of time, then one type of highway improvement should be provided.

Citizen Leadership

"If, however, the objective is to balance a reasonable flow of traffic safely with a minimum disturbance of the environment, then a different type of highway improvement is required." These objectives should be set by "a body of citizens comprised of elected officials and private individuals who are sensitive to the problems of transportation and environmental control," Mr. Firmage believes.

The fourth point: highway plans should not be finalized until the entire question of the railroad line from Provo to Heber is settled.

Point five calls for systematic traffic surveys of the road, not "peak period" traffic counts on selected days only. "Congestion at peak traffic may have to be tolerated in view of other factors if peak traffic occurs not too frequently and lasts for relatively short periods of time."

Scale Model

A scaled model showing the canyon from Olmstead to the upper end of Deer Creek Reservoir is requested in point six. The model, according to Mr. Firmage, should be large enough to show significant topographic and geographic features of the canyon, as well as principal works of man. "By viewing this model, highway designers and concerned citizens could obtain a better understanding of the effects on the canyon of any proposed new highway alignment."

In point seven, Mr. Firmage asks that studies be conducted by the Utah State Highway Department showing alternate road designs utilizing all available information. He says one of the alternatives should include widening and straightening the existing road. Comprehensive maps which show the extent of cuts and fills should also be prepared, and should be made easily understandable to laymen.

Environmental Act

In point eight, Mr. Firmage calls for strict compliance with Section 102 of the Environmental Act of 1969 which affects any highway alignment in its relation to the surrounding environment. "Failure to do so may result in costly delays, and would likely bring action by citizens' groups."

The final point is a request for public hearings in Provo, Orem

and Heber to inform the public of the results of the studies made. The hearings should include the rationale for the proposed road, alignment selected and give details of those changes necessary in the environment of the canyon.

Mr. Firmage stressed that he was not making accusations by calling for the moratorium, but merely trying to inject some "clear reasoning" into the dispute. He did not charge that none of the nine points had been thus far carried out by the Road Commission, but said that much information had not been made public.

Governor Quoted

Sen. Christensen said that he had spoken with Governor Calvin Rampton about the proposed road, and was authorized to quote the governor on several points.

First, he said the governor told him the idea of building the highway in Provo Canyon began in the late years of former Governor J. Bracken Lee's term of office. The highways in Echo Canyon and Emigration Canyon are two other highways that were requested at that time, and later built.

"The governor told me he was embarrassed that the road wasn't built before now, and that he had faced citizens' groups that were critical of him and accused him of 'foot-

dragging' on the road construction," said Sen. Christensen.

"But Gov. Rampton said, 'I'm not going to push this down the people's throat. My own preference is for an improved highway,'" Sen. Christensen quoted the governor as saying.

Governor Has Say

Sen. Christensen said that when he went to the State Legislature he learned that the Road Commission was called "the Untouchables," supposedly because they were beyond control. "However the governor has a say in what they do," he added.

He also revealed that the environmental advisory committee to the State Road Commission will be announced Friday, and that Merrill J. Bateman, an economist and BYU faculty member, will "probably" be on the committee. He added that Mr. Firmage's name had been suggested, but that he didn't know if he was going to be selected.

In his own opinion, Sen. Christensen said, some type of better road is needed in the canyon, "but it doesn't have to destroy the environment." He further said, "I have a feeling it won't be destroyed and we will get the road."

Redford's View

Robert Redford, who was present at the meeting, said he felt an environmentalist should be represented on the advisory committee to the Road Commission, and that the Road Commission was the wrong group to select the committee.

Sen. Ernest H. Dean of the 15th Senatorial District attended the meeting along with several of his fellow legislators and commented that he felt the Road Commission should wait on their plans until the soon-to-be-named advisory committee could make a report. "I disagree with Sen. Christensen, however," he said. "I don't think the Road Commission is 'untouchable.' I think that as elected officials we can place a great deal of weight on the commission to do what the people want done."

Lowell Christensen, a Provo resident, said he felt all the facts weren't in yet, and that there should be the moratorium Mr. Firmage requested so that all the facts could be obtained. "I don't feel the Road Commission has the same incentives that the people do," he said. "But if these nine points are met, and it can be shown that this road is best, then I'll support it."

Asks Voice For People on Canyon Road

Editor Herald:

Your Dec. 30 front page reports tyranny; for the Utah Highway Department announced at the Orem Center what it is going to do, regardless of what the citizens think.

Even though Commissioner Wayne Winters and other road officials find the federal green carrot irresistible, the people of Provo do not want a four-lane divided highway through Provo Canyon.

That the people of our communities must submit helplessly to the dictates of the State Highway Department without any voice in their own destinies should also be front page news for the Herald.

I. J. Larson
41 W. 880 N., Provo

Provo Herald 1-7-71 Highway Officials Make Canyon Road Presentation

The Utah State Highway Department met with local residents concerned about the proposed highway through Provo Canyon this morning, and presented their plans for the road.

Wayne Winters, a member of the Road Commission, said that the Road Commission is in favor of protecting the environment in constructing the road, but must also take care of future traffic needs that the area will face. "There will be many more people using the road in 10 or 15

years," he said, "and we have an obligation to take care of those traffic needs."

He added that the present highway could be improved to satisfy present highway requirements, but that such a modification would not fill tomorrow's needs.

Blaine Kay, state highway engineer, presented a comprehensive presentation on the road, identical to the presentation made at the Highway Department's press conference

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Highway

(Continued From Page 1)

Dec. 28. A full account of that press conference appeared in The Daily Herald the following day.

Present at today's meeting were: Robert Redford; representatives of the Save the Provo River Association; Bill Wotherspoon, manager, of the Provo Chamber of Commerce; Robert Karpowitz, manager of Utah Valley Industrial Development Association; Russell Brown, a consulting engineer to the county on sewer problems in the canyon; LaVern Green, county surveyor; D. Allan Firmage; State Senator Dean Christensen; State Representative Dean Prior; and

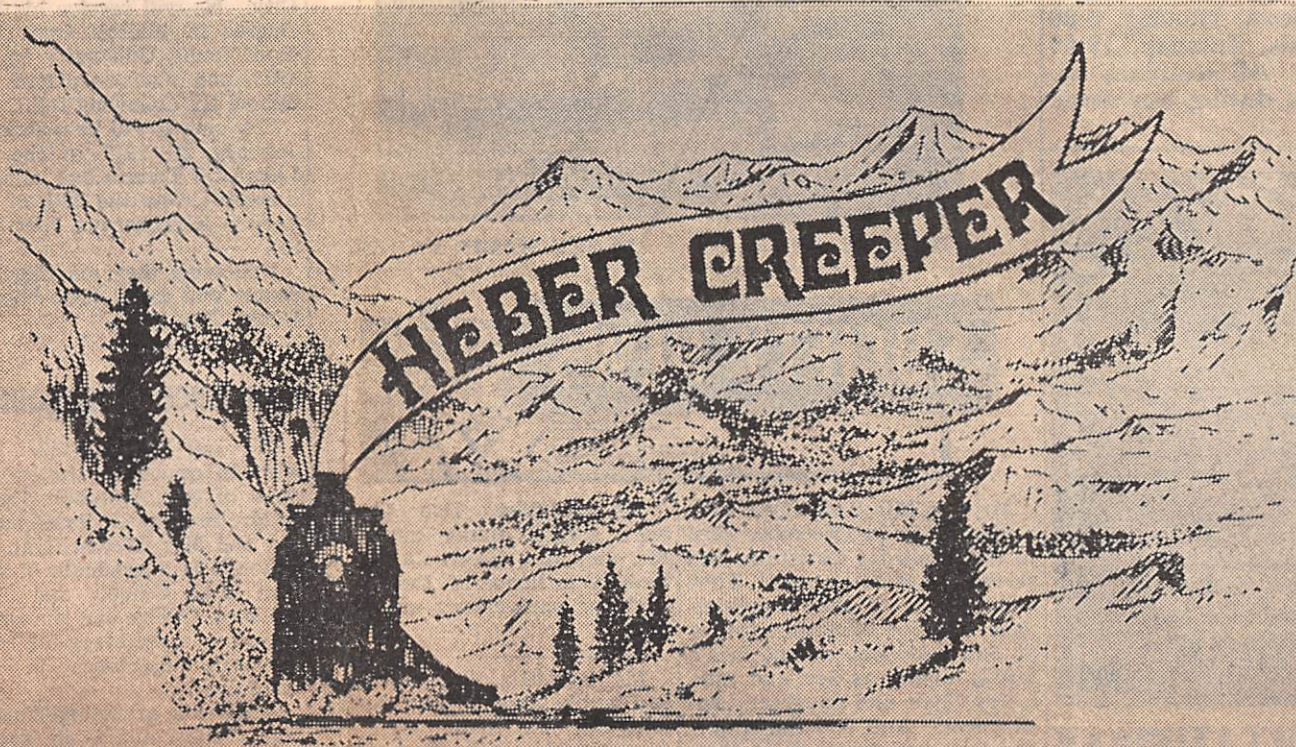
The Wasatch Wave

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Delay Advised In Provo Canyon Project

By LEO PERRY

Deseret News Staff Writer

PROVO — A controversy about building a new road or improving the present road through Provo Canyon continued to swirl here Wednesday with a request for further delays until a nine-point survey of conditions in the canyon is completed.

About 125 citizens representing several businesses and associations, met at the Utah County Building in what they called an "investigation meeting."

CEMENT BLOCK

"Do you want to trade Provo Canyon for a block of cement?" one citizen asked the group.

"As soon as construction

starts, it is too late to decide if the road will destroy the beauty of the canyon," another stated.

Dr. D. Allan Firmage, chairman of the department of civil engineering, Brigham Young University, who said he was an interested citizen and represented no specific group, called for the nine-point survey of conditions in the canyon before any construction of a new highway through the canyon.

Firmage admitted after questions from the floor that some of the points of his survey may already be completed, but demanded that all questions should be answered by the State Road Commission before construction begins.

Robert Redford, stage and movie star, also was present at the meeting and questioned officials concerning appointment of a new highway advisory committee which is to assist the state in future road locations.

"Who appoints this advisory committee, and from what groups are members drawn?" Redford wanted to know.

CROSS SECTION

He was told that the State Road Commission will appoint the committee, possibly as early as next week, and that the membership will be drawn from a cross-section of Utah citizens.

Firmage's proposals include:

—A total resource inventory of the canyon be made by agencies or individuals qualified to make such investigations.

—Any plan for a new highway through the canyon should include the entire distance from Provo-Orem to Heber.

EVALUATE PLAN

—An evaluation of objectives of the highway through the canyon should be made.

—Highway plans should not be analyzed until the use of the railway line from Provo to Heber is settled.

—Systematic traffic surveys should be taken showing the traffic load spectrum over an extended time. This survey should not be confined to peak period traffic counts on selected days of the year.

SCALE MODEL

—A scale model should be prepared showing significant topographic and geographic features of the canyon.

—The State Highway Department should make alternate road designs, including one which would widen and straighten the existing road, such as was done with the road through Daniels Canyon in Wasatch County.

ADOPT LAWS

—New laws and regulations have been adopted by the federal government pertaining to effects on environment and ecology. A new road sign through Provo Canyon should not be offered as final until it complies with such federal laws.

—Public hearings should be held in Provo, Orem, Heber, and other places to inform the public regarding the proposed road, the alignment selected and how the road might change the environment of the canyon.

INCREASE SPEED

Firmage said that construction of the new road through Provo Canyon, which might increase the speed limit to 60 miles per hour, would save only approximately three minutes in travel time.

State Sen. Dean C. Christensen, R-Provo, said Gov. Calvin L. Rampton had told him just this week that a proposal to build an improved road through Provo Canyon began as far back as then-Gov. J. Bracken Lee.

Christensen said Rampton stated the federal government had asked for three alternate routes, including one through Provo, one through Echo, and a third through Emigration Canyon.

Christensen said the governor
See PROVO on Page B-7

PROVO

Continued from Page B-1

nor told him he "was not going to push this road down the throats of any of the citizens in Utah County."

The governor said he would prefer an improved highway through the canyon, Christensen said.

State Sen. Ernest Dean said state elected officials are "very sensitive" to the desires and wishes of Utah County citizens.

"We can be as strong as we need to be in this or other matters," Dean said.

Christensen recommended the appointment of a committee of representatives, county elected officials and others to meet with the Road Commission and the governor on the matter.



Ellen Colleroy, Vellago, Calif., thaws out in warm Ogden depot after freezing three-day train trip from Chicago.

'A NIGHTMARE'

Cold Slows Travelers

By BRENT CLEMENT

Deseret News Staff Writer

After nearly three days of blizzards, sub-zero temperatures and snowdrifts, a cold Union Pacific train pulled into Ogden Aednesday on a journey that passengers called "a prolonged nightmare."

The train left Chicago Sunday evening en route to California, but ran into trouble near Perry, Iowa, when it hit a snowdrift and broke the heating system and water pipes.

From then on it was a story of a struggle to keep warm, of being stranded in railroad stations and of efforts to cope with a storm which was simply too much for railroad workers.

"I was in a Pullman car and I think I've got pneumonia," said Mrs. Helen Rawlins, South San Francisco, one of 100 passengers who arrived in Ogden at 12:05 p.m. Wednesday. "Now I've got 15 more hours to spend on the bus."

There were 208 people aboard the train when it left Chicago, due to arrive in San Francisco at 3:45 p.m. Tuesday. Wednesday night, 26 members of the group started their last leg of the trip on a Greyhound bus in Salt Lake

City, due to arrive at 10:20 a.m. today — two days late.

For the balance of the passengers, it was on to Los Angeles aboard a Union Pacific train. Those headed for San Francisco would have to make extra arrangements for the journey between here and the coast. They had arrived too late in Ogden to catch the connecting train that would take them directly home. That train had left Monday at 10:30 p.m. and the next one would not leave until 10:30 p.m. today.

Passengers related experiences in Salt Lake City ranging from waiting hours in stalled cars with frozen soda pop and milk to "crowding like cattle" to keepwarm at night.

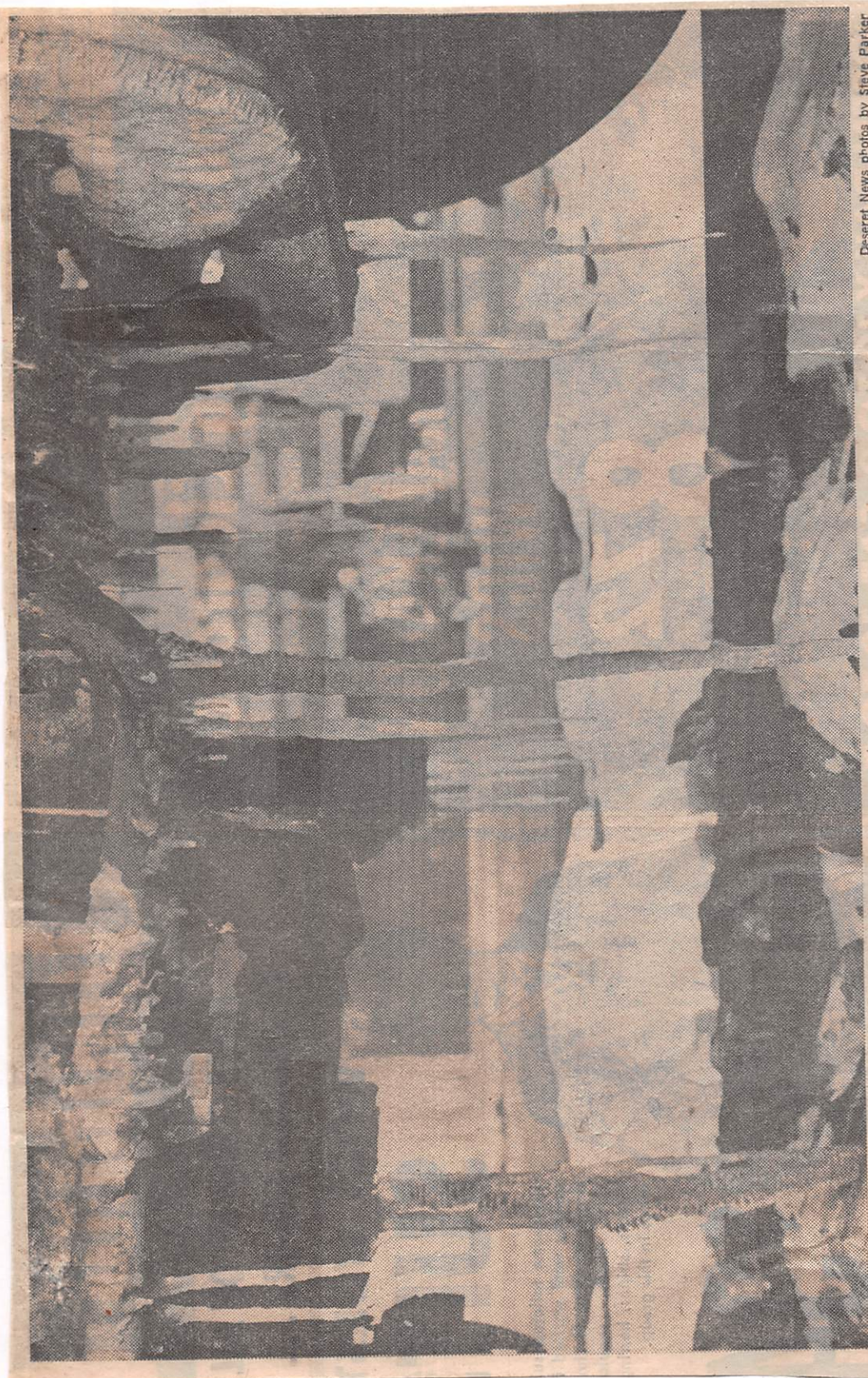
"It was too cold to sleep in your seat," said Elizabeth King, a college student from San Francisco. "We were treated like cattle."

"The older people didn't want to leave the warm cars — two out of the 20 had heat and water," said James Potter, t Belmont, Calif. "One night everybody — men, women and children — crowded into two cars to sleep."

The train, operating from Chicago to Council Bluffs, Iowa, under Milwaukee Rai-

See ICY on Page A-9

Our
"Heber Creeper"
is suffering from
the Cold
also



Deseret News photos by Steve Parker

Ice hangs beneath Union Pacific train after heating system broke and caused "prolonged nightmare" for 208 passengers.

'Creeper' Romantic—But Chilly

Fri 8 Jan 1971

By JAN PADFIELD

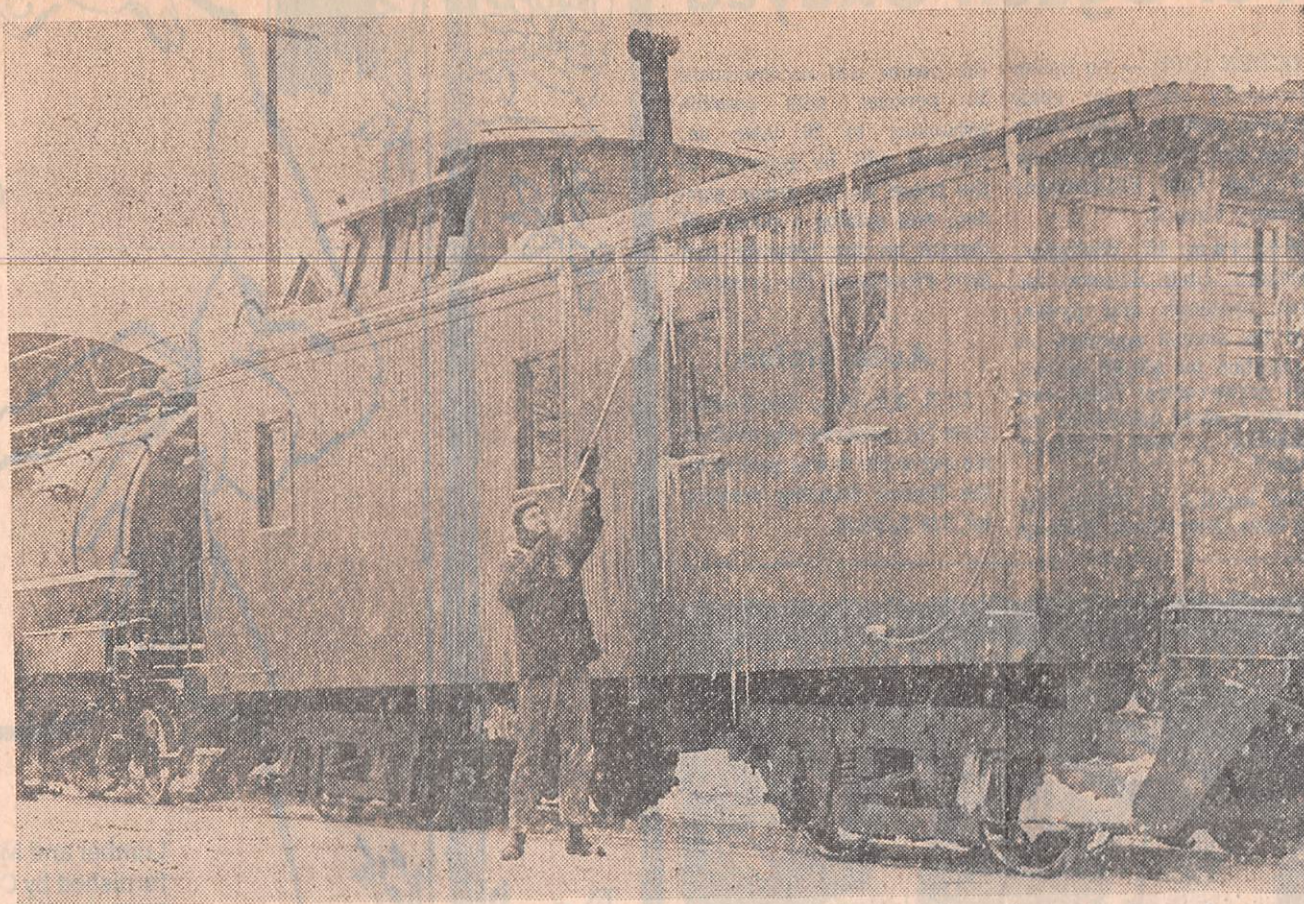
Deseret News Staff Writer

HEBER CITY — "The romance all but fades when you're locked in the death grip of winter with this monster," said Ed McLaughlin, executive director of Wasatch Mountain Railway.

He and a skeleton crew have been working around the clock battling 30-below temperatures trying to keep the now well-known "Heber Creeper" steam engine "alive" for its inaugural run Saturday.

State legislators, other dignitaries and their partners will step back into the past when they board the "Creeper" and old Engine 618 huffs, puffs, billows and snorts its way from Vivian Park to Heber City. After the maiden run the train, complete with red caboose, will remain in operation all day to give free rides to the public, provided the crew can keep 618 from freezing up.

The ride is part of many activities scheduled for state officials on "Recreation and Tourism Day" in connection with Utah's Diamond Jubilee. See UTAH on Page B-3



Ed McLaughlin knocks icicles off Heber Creeper's caboose while crews keep fire going in engine.

Utah Train Romantic—But Chilly

Continued from Page B-1

celebration, continuing through Monday. The legislators will leave the train and go to Wasatch Mountain State Park for snowmobiling and lunch.

FIRED UP

McLaughlin said the engines must be kept going to prevent water in her boiler from freezing and ruining the big monster. "Water freezes here in 15 seconds. Even the cab is bedecked with icicles, and all the windows are frozen shut."

One major problem is finding coal, McLaughlin said. The coal yards are either shut down or low on fuel. The engine is expected to gobble up another 20 tons of coal for Saturday's run.

HOLD BREAKFAST

Earlier Saturday, the party of dignitaries will be welcomed by Gov. and Mrs. Calvin L. Rampton and actor Robert Redford at a breakfast at Sundance ski resort.

Concluding the 75th anniversary festivities will be a Sunday noon concert in the Capitol featuring various ethnic groups and a Utah Stars-Floridians basketball game at 3 p.m. in the Salt Palace, to which all elected officials in the state have been invited.

RECEPTION SET

On "Government Day" Monday, legislators and other state officials will attend a Capitol reception hosted by Diamond Jubilee Week co-chairmen Arch L. Madsen, president of Bonneville International Corp., and John W. Gallivan, publisher of the Salt Lake Tribune.

Today is "Community Achievement Day," featuring displays and special activities by Utah's critics and counties.

75 Years Ago

In Utah

UTAH

Fri. 8 Jan 1971

DIAMOND JUBILEE

In some ways, things weren't so different in that patent medicine age 75 years ago when Utah achieved statehood. Except for the choice of words, the following headlines from the Deseret News of 1896 could have been written today.

"Business Somewhat Flat."

"Manufacturers Fear Japanese Competition."

"Lawmakers Getting Down to Work Now, Standing Committees, However, Have Not Yet Been Named and Until They Are, Progress Will Be Slow."

In other respects, those days were vastly different than now. The railroads advertised for passenger traffic and the competition ran heavy. Union Pacific said, "The only line running dining cars and through Pullman sleepers to Chicago and St. Louis without change."

The Great Salt Lake & Hot Springs Railway countered with, "You leave Ogden in the evening and after breakfasting in the sumptuous dining cars of the Santa Fe route, on the third day you arrive in

Chicago in season to attend to business." (What about lunch and dinner?)

Inflation was unknown. Salt Lake County named Richard G. Lambert as new superintendent at the infirmary at a salary of \$100 a month. Court recorders received \$1,500 to \$2,000 a year and the State Bank of Utah, Main and South Temple, boasted capital of \$500,000 and a surplus of \$50,000. Newspaper want ads cost five cents a line.

Dr. J. B. Keysor Dental Parlors advertised, "Good set of teeth \$5, Better set \$8 and Best set, no better made no matter what you say, \$10. Remember, you aren't getting a cheap set of teeth for a cheap price, but a highclass set of teeth for a cheap price."

And as ever, medicines, tonics and cures were widely advertised. "Cleanse your blood with Godbe Pitts Blood Purifier, made from herbs," and "By using Hall's Hair Renewer, gray, faded or discolored hair assumes the natural color of youth and grows luxuriant and strong, pleasing everybody."

FINAL ck List before

Governor & Legislature Comes

9 Jan 1971

(End of Statehood Week)

1. Physical Train:

- a. Coal
- b. Steam lines to train
- c. Warmth
- c. Bunting
- d. Flags
- f. Salamanders
- g. Rope to enter (Board & unboard.)
- h. Clean out cab
- i. Seats in place.
- j. Clean windows
- k. Window clear
- l. Clean interiors
- m. Waste cans in ea car.
- n. Toilet in {each one car
- o.

2. Communications from front cab to Rear

- a. Walkie Talkies (3) from Forest Service.
& to Sheriff.

3. Security -

Floyd Witt for Jeep posse in Uniform 1411

4. Medical help aboard train

Have head counter

5. Station Chamber Member at every door.

6. Music aboard the train

7. Skidoos along side of way over

8 Cutter Races going on at Fairgrounds

9. Hayrides

10 Gliders soaring.

SWISS Valley Boosters

Pd.

Jess Buckner	2400 ⁰⁰	} Pd. 500 ⁰⁰ Pd 3700 ⁰⁰ 4200
Roy Buckner	500 ⁰⁰	
John Buckner	100 ⁰⁰	
Mark Buckner	200 ⁰⁰	
Mark Hawes	1000 ⁰⁰	
Don Hicken	1000 ⁰⁰	Pd 1000 ⁰⁰
Clarence Olsen	100 ⁰⁰	
Duane Price	100 ⁰⁰	Pd 100 ⁰⁰
Dr. Green	3000 ⁰⁰	Pd 433.50 Pd 2566.50
<hr/> 8400 ⁰⁰		

Due Jan 12, 1971

I owe yous made to all these
I sent to them by 6 Feb 1971

ARRESTA-RUN[®]

SEAMLESS

*Special run-stop
lockstitch for
maximum wear*

*100% NYLON except
shadow-welt of
83% NYLON and
17% SPANDEX*

*Stretchable spandex
shadow-welt relieves
garter pull
and knee strain*

*Smooth fitting
sheerness*

Field 3700 - Leo Becker
Don't feel 000.00
Classical 100.00
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PP-2 2566.50
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